

25X1A9a

ORIG: [REDACTED]
UNIT: IDEA/OSA
EXT: 242
DATE: 15 JAN 69

Release 2000/04/12 : CIA-RDP33-02415A000300230087-7

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16 JAN 69 21

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DEFERRED		PRIORITY	URGENT
ROUTINE		OPERATIONAL	IMMEDIATE

25X1A2d1

TO: [REDACTED] INFO

PRIORITY

25X1A2d1

IDEALIST

25X1A2d1

1. THE ACCIDENT BOARD APPOINTED TO INVESTIGATE THE LOSS OF ARTICLE 385 ON 5 JANUARY 1969 CONCLUDED PROCEEDINGS ON MONDAY, 13 JANUARY.

2. THE FOLLOWING CONCLUSIONS ARE EXTRACTED FOR INFORMATION.

A. PRIMARY CAUSE: THE PRIMARY CAUSE OF THIS ACCIDENT COULD NOT BE DETERMINED DUE TO LOSS OF AIRCRAFT AND PILOT AND LIMITED FACTUAL DATA FOR ANALYSIS.

B. MOST PROBABLE CAUSE: AIRCRAFT ENTERED A HIGH MACH TUCK FLIGHT CONDITION, BECAUSE OF AN UNDETERMINED REASON, FROM WHICH THE PILOT DID NOT RECOVER BEFORE AIRCRAFT BREAK UP. 25X1A2d1

C. POSSIBLE CAUSES: ANALYSIS AND CAREFUL STUDY OF [REDACTED] DATA, POSSIBLE EMERGENCIES, AND LIKELY PILOT ACTIONS FAILED TO ESTABLISH A REASON FOR THE MANUAL AUTOPILOT DISCONNECT AND SUBSEQUENT ENTRY INTO, OR A DEEPER PENETRATION INTO THE MACH BUFFET REGION. THE FOLLOWING POSSIBLE CAUSES ARE

COORDINATING OFFICERS

RELEASING OFFICER

Approved For Release 2000/04/12 : CIA-RDP33-02415A000300230087-7

GROUP 1
Excluded from automatic
downgrading and
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ADMINISTRATIVE OFFICER

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FACTORS. HOWEVER, CONSENSUS WAS THAT PILOT COULD HAVE FOR SOME UNKNOWN REASON CONTRIBUTED TO THE ENTRY INTO THE HIGH MACH BUFFET. ONE OTHER POSSIBILITY INCLUDED FAILURE TO RETURN THE GUST CONTROL FROM GUST TO PAIRED IF USED IN SUSPECT TURBULENCE DURING INITIAL CLIMB.

(5) FATE OF THE PILOT: (A) ON THE BASIS OF ALL AVAILABLE INFO, THE PILOT DID NOT SURVIVE THIS ACCIDENT. WHY HE DID NOT SURVIVE IS OPEN TO CONJECTURE, BUT PROBABLY IS EITHER DUE TO AN UNSUCCESSFUL (SURVIVABLE) EJECTION OR A SUCCESSFUL EJECTION WITH FAILURE OF SURVIVAL AFTER HE REACHED THE WATER. (B) UNDER SUCCESSFUL EJECTION, CONSIDERATION WAS GIVEN TO THE PILOT BEING TRAPPED IN THE AIRCRAFT, TO HIS STRIKING OR BEING STRUCK BY SOME PART OF THE AIRCRAFT, AND TO HIS EJECTING AT TOO LOW AN ALTITUDE DUE TO VARIOUS REASONS. THE HYPOTHESIS THAT HE EJECTED AT AN ALTITUDE TOO LOW TO SURVIVE IMPACT WOULD SEEM TO BE THE MOST LIKELY. (C) UNDER THE TOPIC OF A SUCCESSFUL EJECTION

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AUTHENTICATING OFFICER

PAGE 2

CIRCUMSTANTIALLY SUPPORTED:

(1) **TURBULENCE:** FACTUAL DATA FAILED TO ESTABLISH PRESENCE OF TURBULENCE, HOWEVER, WEATHER INFORMATION INDICATES POSSIBILITY OF TURBULENCE IN THE AREA.

(2) **POWER PLANT:** THE PERFORMANCE OF INFORMATION RULES OUT A SERIOUS ENGINE FAILURE. HOWEVER, THE BOARD RECOGNIZED THE POSSIBILITY OF A MINOR ENGINE PROBLEM (WITH UNUSUAL NOISE OR VIBRATION) IMMEDIATELY PRIOR TO MANUAL AUTOPILOT DIS-ENGAGE. IF THIS OR SOMETHING SIMILAR WERE THE CASE THE PILOT COULD HAVE BEEN MORE CONCERNED WITH THE ENGINE OR OTHER ASSOCIATED INDICATIONS THAN WITH FLIGHT INSTRUMENTS.

(3) **AUTOPILOT/AIRSPED/ALTIMETER:** THE BOARD CONSIDERED A MINOR AUTOPILOT/ALTIMETER/AIRSPED RELATED PROBLEM AS REASON FOR MANUAL AUTOPILOT DISCONNECT AND ENTRY INTO THE MACH BUFFET REGION.

(4) **OPERATOR FACTORS:** CAREFUL ANALYSIS OF INFORMATION, PILOT EXPERIENCE AND PROFICIENCY ALL BUT ELIMINATE PILOT

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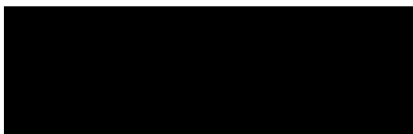
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WITH FAILURE TO SURVIVE IN THE SEA, FAILURE OF RESCUE/
SURVIVAL GEAR AND INABILITY TO USE THIS GEAR DUE TO
INCAPACITATION OR SEA STATE WERE CONSIDERED. ALL OF THE
ABOVE ARE POSSIBLE, WHETHER ANY OF THEM OCCURRED IS UNKNOWN.
(D) ANOTHER AREA THAT COULD HAVE HAMPED RESCUE EFFORTS
WAS THAT HIS FLYING CLOTHING, WITH THE EXCEPTION OF HIS
HELMET SHELL WAS DARK IN COLOR AND HIS LIFE RAFT WAS BLACK.
VISIBILITY IN THE SEARCH AREA WAS LIMITED AND THIS PILOT
PROBABLY NEEDED MAXIMUM VISIBILITY TO INCREASE HIS CHANCES
OF BEING SIGHTED WITHIN THE 72 HOURS QUOTED AS THE TIME HE
COULD HAVE SURVIVED IN THE WATER.

END OF MESSAGE

25X1A9a



JOHN PARAGOSKY
DD/SA

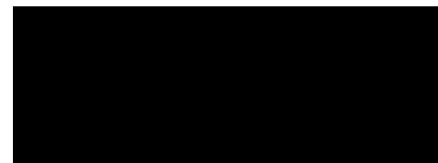
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COORDINATING OFFICERS

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